

The Hongkong Telegraph.

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NEW SERIES No. 4370.

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THURSDAY, OCTOBER 22, 1903.

四拜禮

號二十一月十英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

BANKS.

YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,210,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO. KOBE. LONDON.
NAGASAKI. NEW YORK.
LYONS. SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARKS' BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

" " " "
TARO HODSUMI,
Manager.

11th September, 1903. [10]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$5,000,000
RESERVE LIABILITY OF PROFITORS. \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. Dickson. N. A. Siebs, Esq.
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C. Michelau, Esq. C. A. Tomes, Esq.
H. Schubart, Esq. E. S. Wheeler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1903. [13]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½
CENT per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG
AND SHANGHAI BANK to be placed on FIXEL
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital \$1,000,000
Paid up Capital 2,324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq. J. Scott Harston, Esq.
Chow Tung Shang, Esq. J. Lautz, Esq.
Chief Manager

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %

Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin Calcutta Hankow
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.,
DEUTSCHE BANK (BERLIN), LONDON AGENCY,
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 1st September, 1903. [16]

25-YEAR OLD BRIGHT

25-YEAR OLD BRIGHT

CARTER'S 25-YEAR OLD BRIGHT

Military Band during dinner on Saturday Nights.

Hongkong, 3rd November, 1903. [17]

25-YEAR OLD BRIGHT

25-YEAR OLD BRIGHT

CARTER'S 25-YEAR OLD BRIGHT

Military Band during dinner on Saturday Nights.

Hongkong, 3rd November, 1903. [18]

GUARANTY TRUST COMPANY OF
NEW YORK
(AMERICAN BANK).

ESTABLISHED 1864.
U.S. Gold
PAID UP CAPITAL \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
PARR'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VŒUX ROAD.

General Banking and Exchange business
transacted.

INTEREST ALLOWED
On Current Accounts at 2½ per annum.

On Fixed Deposits:

For 3 months 2½ per annum.

" " 3½ "

" " 4 % "

E. F. GROS,

Acting Manager,
Hongkong, 1st December, 1902. [69d]

11th September, 1903. [19]

INTERNATIONAL BANKING
CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES
OF AMERICA IN CHINA AND THE
PHILIPPINE ISLANDS.

Capital paid in, Gold \$4,000,000 £820,000
Surplus (Reserve) Gold \$4,000,000 £820,000

Total Gold \$8,000,000 £1,640,000
Capital and Surplus authorised, Gold \$10,000,000
£2,055,000.

LONDON BANKERS:
THE NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

The Corporation buys and sells Bills of
Exchange, issues Letters of Credit and carries on
every description of Banking and Exchange
business. Money received on Current Deposit
Account at the rate of 2 per cent. per annum
on the daily balances, and on Fixed Deposit
as follows:

For 12 months, 4½ % per annum.

" 6 " 4½ "

" 3 " 3 % "

HONGKONG BRANCH:
20, DES VŒUX ROAD, CENTRAL.

CHARLES R. SCOTT,
Manager.

Hongkong, 26th May, 1903. [100]

PROPOSED SAILINGS FROM HONGKONG.

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI { BENGAL } About 22nd Freight and
G. Phillips October Passage.

LONDON & C. { COROMANDEL } Noon, 24th See Special
G. M. Montford October Advertisement.

SINGAPORE, COLOMBO and
BOMBAY { JAVA } About 30th Freight and
(Calling at Penang if sufficient) S. Barcham October Passage.

YOKOHAMA via SHANGHAI,
MOJI and KOBE { FORMOSA } About 31st Freight and
(Passing through the Island Sea) B. H. W. Snow October Passage.

For further Particulars, apply to

E. A. HEWETT, Superintendent

Hongkong, 19th October, 1903.

Intimations.

" I hear they want more

Bovril
is the best
beverage:

because it not only
stimulates, but tones
up and builds-up body
and brain.

Added
to gravies, hashes,
stews, etc., BOVRIL
makes them immensely
stronger, richer, and
more palatable and
nourishing.

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG-BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yakphama, Yokohama, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mamedo, Noura, Onoura, Otsuji, Sasahara, Tsubakura, Yoshinotani, Yoshiro, Yunokibara and other Coal
N. INUZUKA, Manager, Hongkong. [63c]

H. PRICE & CO.

WINE MERCHANTS,

12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at
a moment's notice.

Contracts made on special terms with
Caterers, Committees, Messes and Captains of
Steamers. All Wines, Spirits and Beers supplied
are guaranteed.

Price list on application. TELEPHONE NO. 135.

Hongkong, 23rd July, 1903. [952c]

"FELIXIR."

THE SPIRIT OF THE AGE.
DISTILLED ONLY BY BOOTH'S DISTILLERY CO.
ABSOLUTELY PURE, SOFT, OLD, VERY DRY.
THE MUCH WRITTEN OF NEW DRINK.
MAKES AN EXCELLENT COCKTAIL.
GOES WELL WITH AQUARIUS WATER.

CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS.

15, Queen's Road, Hongkong, 16th October, 1903. [12]

OCCIDENTAL HOTEL

(ELGIN ROAD, KOWLOON.)

CODE ADDRESS: "YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM.
DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS.
POOL AND BILLIARDS.

ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE.
TERMS.—\$4.00 to \$7.00 per day. \$75 to \$120 per month.

JAS. D. M. CAMERON,
Manager.

Hongkong, 22nd August, 1903. [1558c]

MARLBOROUGH HOUSE

31, 32, 34 and 41, NORTH SOOCHOW ROAD—SHANGHAI.

PLEASANT AND CENTRAL SITUATION, FACING SOUTH.

THIS HIGH-CLASS BOARDING ESTABLISHMENT has well-furnished rooms

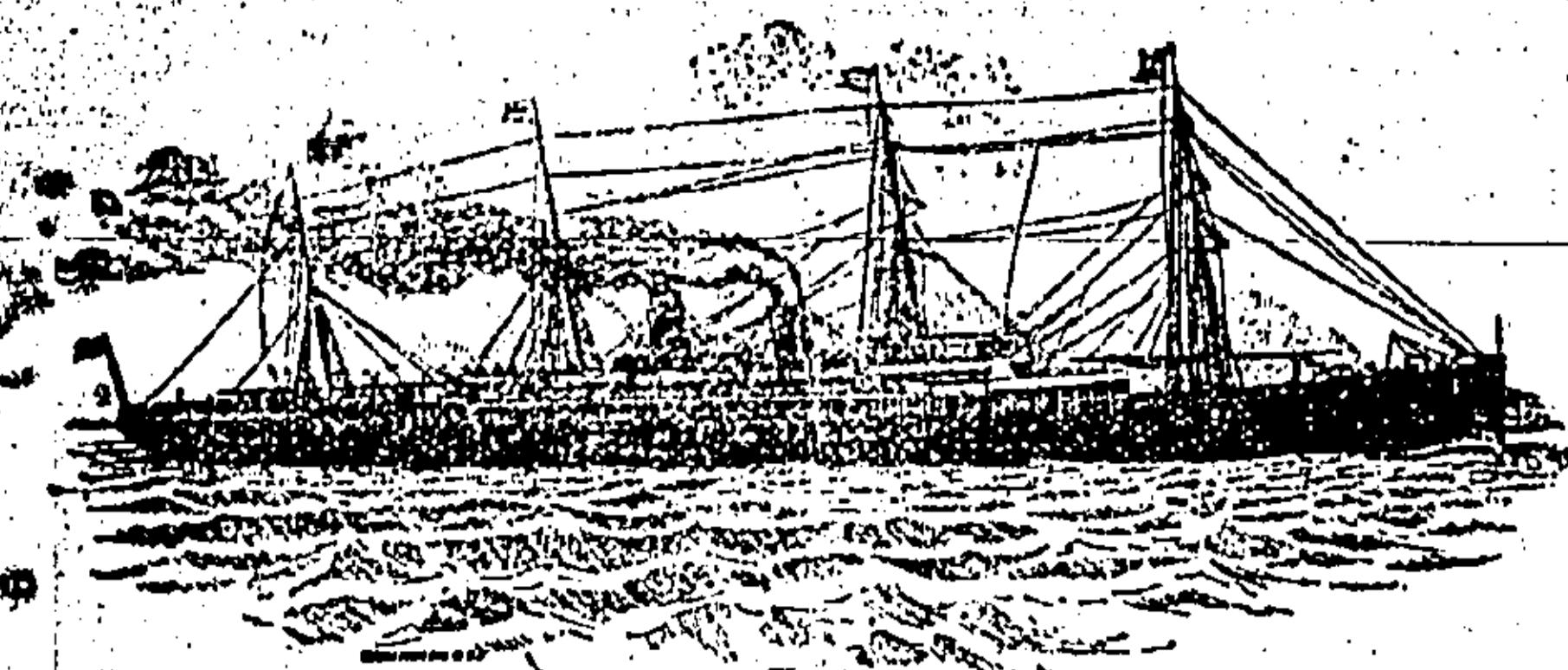
for the Day or Month.

Telegraphic Address: "MARLBOROUGH". Telephone: N° 1074.

Shanghai, 6th June, 1903. [1558c]

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG

HONGKONG MARU	6,37 Gross Tons	WEDNESDAY, 23rd October, at Noon.
"CHINA"	5,060	FRIDAY, 6th November, at Noon.
"HOBIC"	4,784	SATURDAY, 14th November, at Noon.
"NIPPON MARU"	6,307	TUE, 19th November, at Noon.
"SIBERIA"	11,284	WEDNESDAY, 2nd December, at Noon.
"COTICIO"	4,352	WEDNESDAY, 9th December, at Noon.
"AMERICA MARU"	6,307	FRIDAY, 18th December, at Noon.
"KOREA"	11,276	SATURDAY, 26th December, at Noon.
"GAELIC"	4,205	SATURDAY, 2nd January, 1904, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, SHANGHAI, NAGASAKI, KIYOKOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 28th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY—on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

Southern Route; passengers enjoy out-door throughout; deck bathing. The only line at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 22nd October, 1903.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KÖBE, YOKOHAMA & VICTORIA, B.C.)

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 4th November.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 18th November.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 16th December.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 13th January, 1904.
"ATHENIAN"	3,882	WEDNESDAY, 27th January.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 10th February.
"TARTAR"	4,425	WEDNESDAY, 24th February.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 9th March.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 30th March.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 20th April.
"ATHENIAN"	3,882	WEDNESDAY, 27th April.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 11th May.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Peader's Street, Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRAUDTAMPER DIENST.

(Taking cargo at through Rates to ANWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIK PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	FREIGHT.
SAXONIA	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG).	3rd Nov.	FREIGHT.
CANADA	ANTWERP and HAMBURG (Calling at SINGAPORE).	16th Nov.	FREIGHT AND PASSENGERS.
MARBURG	HAVRE, BREMEN and HAMBURG (Calling at SINGAPORE and COLOMBO).	20th Nov.	FREIGHT.
SUZIA	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG).	1st Dec.	FREIGHT.
BONCI	HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO).	14th Dec.	FREIGHT.
AFRICA	HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO).	29th Dec.	FREIGHT.
NURNBERG	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG).		
Jaburg			

For further particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Hongkong, 10th October, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	..... 2,563 tons	Captain H. D. Jones.
"POWAN"	..... 2,338 "	G. F. Morrison, R.N.R.
"FATS LIN"	..... 2,200 "	A. A. Dixson.
"HANKOW"	..... 3,073 "	C. V. L. d.
"KINSHAN"	..... 2,860 "	J. J. Lusby.

Departures from HONGKONG to CANTON daily at about 7 A.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNG HAN"	..... 1,998 tons	Captain W. E. Clarke.
Do.	from Macao to Hongkong daily at 8 A.M. excepted.	

Departures from Hongkong to Macao daily at 1 P.M. Sunday excepted.

Do. from Macao to Hongkong daily at 8 A.M. excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	..... 219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao from Canton every Monday, Wednesday, and Friday at about 7.30 A.M.		

JOINT SERVICE OF THE H.K., C. & M. MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM. & M. VIGARIO CO., LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING"	..... 363 tons	Captain R. D. Thomas.
"SAINAM"	..... 588 "	B. Branch.
"TAK HING"	..... 618 "	T. A. Webster.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel, Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 30th September, 1903.

[537e]

SHIPBUILDING IN AMERICA
LAGGING

Very little of an encouraging nature concerning shipbuilding or American merchant marine in the foreign trade of the United States is to be noted in this year's Blue Book of American Shipping, which is just from the press. Rather, indeed, is foreign shipping still dwindling, since no new vessels have been ordered for this service. The Blue Book, issued annually by the Marine Review of Cleveland, is a statistical publication and also a directory well known in shipping and shipbuilding circles throughout the country. It contains, as an introduction, a review of conditions prevailing in these lines, from which the following is taken:

"Not a single contract has been left for a vessel for the foreign trade of the United States during the past two years. Here is a country whose exports are unrivaled among the nations of the earth without a single ship ordered for two years to carry away its freight. Could any one thing demonstrate more clearly than this the need of government aid for shipping? Except on the Great Lakes, where the industry is peculiarly a special one protected by the coasting regulations, there is little encouraging to report regarding shipbuilding in the United States."

Orders have become few and far between. During the fiscal year ending June 30 last, 1,536 vessels of 456,076 gross tons were built in the United States, compared with 1,657 vessels of 473,981 gross tons for the previous fiscal year. Vessels now under construction indicate a further lessening output for the coming fiscal year. The principal decrease for the past year has been in steel steamers built on the Great Lakes, which number forty-one of 161,797 tons for the preceding year. The previous year was one of greatest output in the lake district. On the seaboard eighteen ocean, steel steamers of 161,471 gross tons were built, the largest output of the type in our history."

EIGHTEEN STEEL STEAMERS BUILT.

Eighteen ocean steel steamers in this continent, covering a country of 70,000,000 souls, nor were these all for over-sea trade. Only five of them can properly be credited to that service—the Finland for the Red Star line, the Massachusetts, Mississippi and Maine for the Atlantic Transport line; and the Siberia for the Pacific Mail Steamship company. The Red Star and Atlantic Transport lines are now controlled by the International Mercantile Marine company. All these ships were ordered over two years ago to fill the places left vacant on the stocks. A few contracts have been received by the coast shipyards for some splendid vessels for the coastwise service. These include a sidewheel passenger steamer and a freight steamer for the Fall River line, the former to cost \$1,000,000 and the latter \$400,000, and both to be built by the Fore River Ship & Engine company, Quincy, Mass.; a 400-foot passenger and freight steamer for the Mallory line of New York and a similar vessel for the Ocean Steamship company, of Savannah, both to be built at the Roach shipyard, Chester, Pa.; a 300-foot steamer for the Clyde-line; to be built by the Cramps, of Philadelphia; a steamer for the Eastern Steamship company, to be about 350 feet long, two steamers for the Ericsson line, each 203 feet long, all to be built by the Harlan & Hollingsworth company, Wilmington, Del., and four dredges for government service to be built by the Maryland Steel company, Sparrow's point, Md. These embrace all that are of any importance.

Since the Spanish-American war naval contracts have been well distributed among the coast shipbuilders. During the year contracts for four battleships, two armoured cruisers and two gunboats have been given to them.

TWO MORE BATTLESHIPS PLANNED.

Contracts for two more battleships are about to be given, and, in addition, the New York navy yard is building one battleship. Forty-one warships are at present under construction, representing a displacement of 338,948 tons, a total horsepower of 415,000, and costing for hulls and machinery \$90,314,515. Concerning the failure of the United States Shipbuilding company, the Blue Book says:

"The unfortunate plight of this company is no reflection whatever upon shipbuilding as a thoroughly sound and excellent business; it is merely another evidence of the folly of supposing that values are created by artificial means. A plant is worth no more than it can earn."

A review of shipbuilding on the great lakes does not show many orders in abeyance. A year ago, the shipyards were filled up with orders for a full year ahead. But that is not the case now. The lake shipyards, broadly speaking, are now well up with their work. If they had to do so they could probably turn out all orders on hand within six months. Those best informed, however, do not take a dubious view of things on the great lakes. The industry, as stated before, is special; the ships are not like other ships; the shipping is not like other shipping; it is not made up of a multiplicity of things as is ocean carriage, but is confined to a few items in bulk; these items are likely to continue to be moved for years in a constantly ascending scale, and ships will continue to be built to carry them.

Moreover, a fair part of existing tonnage on the lakes is wooden; it is old and decaying, and must go the way of all craft; and it must be replaced by new and more modern carriers. Thus shipbuilding on the lakes for many years to come, although the number of orders for the coming year will fall considerably, of the business of any of the past three years."

The battleship *Inflexible* has been brought under the auctioneer's hammer, having been condemned by the Admiralty as unfit for further service. The vessel cost nearly a million sterling to build, and was never used in action. Her hull was in a bad state of repair, and she was condemned as unseaworthy. A considerable number of foreigners who had come down to attend the sale were refused admission to the dockyard.

Auction.

GOVERNMENT NOTIFICATION.

The following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 20th day of OCTOBER, 1903, at 3 P.M., are published for general information:

By Command, F. H. MAY, Colonial Secretary,

Hongkong, 9th October, 1903. [1200]

Particulars and Conditions of the letting by Public Auction Sale to be held on MONDAY, the 20th day of October, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency, the Governor, of One Lot of CROWN LAND, situate Robinson Road, in the Colony of Hongkong, for a term of 75 years with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

Number	Boundary Measurements, N.E.W.	Surface Area, acres	Annual Rent	Use
1	feet.	feet.	£	per annum
Robinson Road	4019	83.6	1400	200

Notice of Firm.

IKEI IRI COAL.

THE PUBLIC are hereby notified that the Undersigned are the SOLE AGENTS for the above mentioned Coal in this Colony.

MIDUSHIMA & CO.

Hongkong, 8th October, 1903. [1208]

Intimations.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will take place from the Undersigned Forts on the dates mentioned opposite, at moving targets:

Stonecutters' South Shore, on the 27th October, in a South-Western direction.

Stonecutters' West, on the 30th October, in a Western direction.

Lyemun (Pak-sha-wan), on the 4th November, in a South-Eastern direction, clear of Putau Chau.

Practice will commence at about 8 A.M. daily, and end at about 10 A.M. daily if the range is clear.

By Command, F. H. MAY, Colonial Secretary,

Colonial Secretary's Office,

Hongkong, 13th October, 1903. [1200]

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 ex Factory.

In Bags of 250 lbs. net \$2.85 ex Factory.

SHEWAN, TOME & CO., General Managers.

Hongkong, 13th August, 1903. [1015]

MADAM FLINT & CO.

IMPORTERS OF FRENCH MILLINERY AND DRESSMAKING.

MATERIAL ACCEPTED AND DESIGNED during the Summer Month.

PRICES MODERATE.

CONNAUGHT HOTEL: ROOMS 4 and 5.

Hongkong, 1st October, 1903. [1202]

N. LAZARUS OPHTHALMIC OPTICIAN OF LONDON AND CALCUTTA.

SIGHT TESTED.

LEKY HERMANOS DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best. THREE YEARS' guarantee given to every purchaser.

10, QUEEN'S ROAD, Wason's Building, 4019.

TSU FAN DENTIST.

PRICE MODERATE CONSULTATION FREE.

Next to the Hongkong Dispensary,

No. Queen's Road, Central.

Hongkong, 18th November, 1903. [1200]

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL TOP FLOOR.

Nearly opposite the Hongkong Hotel with

entrance through store of E. Houghton, Tailor.

DAVID BENJAMIN,

Manager.

Hongkong, 2nd September, 1903. [1200]

INTIMATIONS.

JAVA-CHINA-JAPAN LINE.

清華中國日本荷蘭輪船公司
REGULAR STEAMSHIP LINE FROM
JAVA TO CHINA AND JAPAN
AND BACK.

THE HEAD AGENCY of the above
Company has been OPENED at No. 3,
DUDELL STREET.
R. BISSCHOP, General Agent
Hongkong, 5th October, 1903. [1213]

THE ROBINSON PIANO CO., LTD.

NOTE

ENTIRELY NEW STOCK

to arrive this month. Specially and most carefully chosen, direct

FROM THE FACTORIES

BY OUR

MR. ROBINSON

NOW IN EUROPE.

GREAT REDUCTIONS

in our present stock of Pianos and Musical Goods.

A quantity of old music still left, being sold very cheap. Call in and see what we have. All enquires will be most courteously and promptly answered.

THE APOLLO PIANO PLAYER

RECITALS DAILY

Price from \$450 up.

PATTI ENDORSES THE APOLLO

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo piano-player. She was so delighted with the instrument that was purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mme. Patti says that the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen.

Hongkong, 2nd September, 1903. [1205]

F. BLACKHEAD & CO., HIP-CHANDLERS, SAILEMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA, CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES, &c., &c.

SOLE Agents for

FERGUSON'S SPECIAL CREAM

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT REASONABLE PRICES

Hongkong, 1st May, 1903. [1205]

TUBORG BEER.

THE FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,

and any other Chemicals.

PRICE \$16.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—SIEMSSSEN & CO.

Hongkong, 10th January, 1903. [1205]

LEVY HERMANOS

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best. THREE YEARS'

guarantee given to every purchaser.

10, QUEEN'S ROAD,

Watson's Building, 4019.

TSU FAN

DENTIST.

PRICE MODERATE CONSULTATION FREE.

Next to the Hongkong Dispensary,

No. Queen's Road, Central.

Hongkong, 18th November, 1903. [1200]

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHY,

41 & 43, QUEEN'S ROAD CENTRAL

TOP FLOOR.

Nearly opposite the Hongkong Hotel with

Intimations.

**WATSON'S
TOILET PREPARATIONS.**

WATSON'S GLYCERINE AND CARBOLIC SOAPS

Affect a saving of 50%, owing to the large size of the tablets. They are made of the best ingredients and are elegantly put up. Our Carbolic Dog Soap is the best of its kind in the market.

WATSON'S TAI-YUEK FONG HAIR WASH

Prepared from a recipe of the late Dr. Ayres, continues to give much satisfaction to those who use it.

WATSON'S ORIENTAL DENTIFRICE

In the early days of the Colony the public used no other. Liquid dentifrices do not keep the teeth white and clean. We recommend the above preparation to all, and especially to those who are heavy smokers.

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

MANUFACTURING CHEMISTS.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 256.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO., 利廣
TEMPORARY STORE:
1ST FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. Price & Co.)

FURNITURE DEALERS.
DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.

PROMPT RETURN.

Hongkong, 29th August, 1903. [728d]

CARMICHAEL AND CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.

A. I. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903. [345]

THE Beer to drink in the tropics is the Beer made in the tropics—**SAN MIGUEL**.

NOTICE.

All communications intended for publication in THE HONGKONG TELEGRAPH should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to the Manager. The Editor will not be liable to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter are 1 per cent more proportional. The daily issue is delivered free when the address is accessible to messenger. Extra copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, OCT. 22, 1903.

THE MESSAGERIES MARITIMES.

More than usual attention has been directed of late to the French line of mail steamers running from Europe to the Far East by reason of the mishaps to several of their ships. It was but a few weeks since that we recorded the grounding of the *Australien* in the Inland Sea of Japan, and several days later news reached us that her sister ship, the *Polynesian*, which was transferred with her from the Australian run to the China seas, had been aground off Marseilles. Then, on the 13th inst., the *Annam*, or leaving Singapore, with H.E. Sir Frank Swettenham on board, touched bottom off Pulau Laut and was detained for several hours. These incidents, following the accident to *La Ville de la Ciotat* in 1902, when the propeller of the vessel was damaged, and the masts had to be sent home by the P. and O., the delay caused by defects in the machinery of the *Annam* the following month, the overheating of the bearings of the connecting rod of the *Sydney* on the run from Colombo, a mishap to the starboard propeller shaft of the *Tonkin*, and then the serious fire on board of the same vessel at Kobe, followed to-day by the news that the *Sydney* has broken her screw-shaft on the way to Aden, tend to show that the Messageries Maritimes of late years have been experiencing a very unlucky period with their fine vessels. In every case, where these mishaps have occurred, subsequent investigations into the cause attending each of them, have entirely exonerated the Company and its officers altogether from blame. The travelling public, no less than shippers and underwriters, must undoubtedly have complete confidence in the excellent direction of this old-established and creditable line of steamship owners. With the exception of the *Tonkin* fire, the Company has fortunately not sustained any great loss, and beyond a delay in the mail and the inevitable slight inconvenience to passengers, there can surely be nothing about which to complain. Accidents will happen, and the Messageries seem to have fallen upon that chapter which it will be the earnest wish of all has seen its last for many a day to come. The Company has been engaged on the Far Eastern route for many years, and its history is intimately associated with the development of French Colonial interests during the past half-century. Following the China Expedition of 1866 they were induced by the Government to extend the field of their activity to the principal ports of India, Indo-China, the Dutch Indies, and China, and, in 1864, placed vessels on the run across the Indian Ocean to the Island of Réunion and Mauritius. In 1866 the field of operations was extended further north, by joining Japan to the main line on Cochin-China, and, in 1871, two years after the opening of the Suez Canal, the vessels of the Far Eastern route commenced a fortnightly service of departure. Nine years later, the branch line, from Saigon to Singapore, was established, and ships were run in conjunction with the arrival of the English mail at our sister port. In addition to these lines the Company has services to South America, Africa, Madagascar, and Australia, the fleet comprising upwards of forty mail steamers and nearly twenty cargo boats.

BY kind permission of Major Radcliffe and officers, the Band of the 33rd Burma Infantry will play the following programme of music, during dinner, at the King Edward Hotel, to-morrow, Friday, the 23rd inst. (weather permitting).
 March..... "The Roll of the Drum"..... McElroy.
 Overture..... "Cagliostro"..... Adam.
 Selection..... "The Geisha"..... Sidney Jones.
 Cornet Solo..... "My Dreams"..... Paolo Zotti.
 Selection..... "Kitty Grey"..... Monckton.
 Violin..... "Rose"..... Marais.
 Dance..... "Shavone"..... Dvorak.
 God save the King.

We learn that the *Link Thuan*, which went ashore off Cape Varella at the beginning of the present year, and was salvaged by a local expert in April, has come out of the Government Dock in Saigon, having completed her repairs. Her official trials took place on the 1st inst. and were altogether successful. It does not say much for the Naval dockyard in the French colony that this small steamer should have been laid up nearly six months before her repairs could be completed.

THE master of the s.s. *Kawachi Maru* appeared before Mr. Sercombe Smith this morning for failing to provide rat flanges on the mooring ropes of his boat. He explained that he did not come to Court to dispute any facts, but the wharfinger had the Chief Officer to lengthen the mooring as a typhoon was expected, and there were no flanges on the mooring this morning. He asked the wharfinger for flanges, but he had to wait until they had come. He was fined \$10. He stated that he had not received any warning to the effect that his moorings should be provided with flanges, and thought that there ought to be uniform rules in the Colony on the subject.

AT a Singapore sale the *Balavier* was bought by Swei Toon Ghee for \$28,500, the *Ruby*, bought by the same man, fetching \$24,500. The *Pontianak* was bought in at \$25,000.

H.M.S. *Argonaut* leaves on 15th instant for Colombo, and goes thence to Bombay. She will form one of the convoy accompanying Lord Curzon on his tour through the Persian Gulf.

THE Beer to drink in the tropics is the Beer made in the tropics—**SAN MIGUEL**.

If you want fresh film and good film, you can get them at LeMunyon's; they are guaranteed—*Advt.*

CHRISTIAN Brothers' School will, it is reported, be opened in Kuk-ki-Lung-pur in January next year, the Superior-General of the Order having sanctioned such a much-needed establishment.

Owing to several cases of cholera having occurred among the troops in Tonking, the General Commanding-in-Chief in French Indo-China has issued special orders concerning the sanitary precautions to be taken in the barracks and military stations.

WHEN Francisco Roza leaves school he should take the cinder track seeing that, according to evidence of P.C. 97, he covered about 100 yards in five seconds on Robinson Road, Kowloon, last Saturday. He was cycling on an incline and the short coasting cost him \$5, while the Magistrate administered a caution regarding his future biking speed.

MRS. Isabella J. Bishop, the traveller, is lying seriously ill in Edinburgh. Mrs. Bishop was taken from her residence at Hanford, Huntingdon, to Edinburgh in the middle of August for medical treatment. For a fortnight she lay in a semi-unconscious condition, but afterwards rallied. On 15th ult. she had a relapse, and now lies in a critical condition.

IT is understood that, in addition to the passenger-cargo steamers which the Indo-China Steam Navigation Company have in course of construction at the Walker yard of Swan, Hunter and Wigham Richardson (Limited), that company have recently ordered another vessel of similar type from the London and Glasgow Shipbuilding Company, on the Clyde.

THE masters of the steam launches *Chung Ching* and *Lee Hung* were charged at the Magistracy this morning for carrying passengers in excess of the number allowed by their licence. In the case of the *Chung Ching* there were three previous convictions, and the master was fined \$150, or three months' hard labour, and the chief of the *Lee Hung* was罰ed in \$50, or one month's imprisonment.

We are still doing business at 31, Des Vœux Road, I. e. Munyon.—*Advt.*

THE *Goliath*, which is home from the Far East, where she has been replaced by the *Vengeance* from the Mediterranean, has had her machinery opened up and found in good condition, while her boilers are also stated to be in good order. In that case, says a naval correspondent, it is a little difficult to understand why she has been brought home, and why she was not the *Ocean*, recommissioned on the station.

A BISLEY correspondent to *The Times* comes to the conclusion that if the new rifle adopted, "the British army, already ill-armed enough in all conscience, is doomed to be worse armed instead of better." The result of cutting down the barrel of the present arm from 30in. to 25in. in order to secure a "slavish uniformity of pattern," is said to be a decrease in muzzle velocity in a weapon already inferior to the Mauser, Mannlicher, and Krug Jorgenson rifles.

We learn that the *Link Thuan*, which went ashore off Cape Varella at the beginning of the present year, and was salvaged by a local expert in April, has come out of the Government Dock in Saigon, having completed her repairs. Her official trials took place on the 1st inst. and were altogether successful. It does not say much for the Naval dockyard in the French colony that this small steamer should have been laid up nearly six months before her repairs could be completed.

THE contest to take place to-night at the Theatre Royal promises to be of more than usual interest and several really good bouts are expected. Sam Newman, of Manila, is to meet R. Jones of H.M.S. *Amphitrite* in a 20-round competition. Both of these men are welterweights, the Naval man having only four or five pounds the best of his opponent. The American has already been twice in the ring here, and on each occasion proved himself to be worthy of patronage. Jones has good reputation with his shipmates and is likely to be backed heavily by them. Two contests of Navy v. Army have been arranged by Manager Christie, the first being an 8-round bout between Barrett, of the Royal Engineers, and Johnson, of the *Amphitrite*, to be followed by a 15-round contest in which Emmerton, of the *Tamar*, will represent the Navy and Jewell, of the Army Ordnance corps, the younger service. The first bout will commence promptly at 9 p.m.

ELECTRIC LIGHTING

AT MACAO.

A STEAM-DREDGER, built by Messrs. Werf, Conrad & Co., at Harlem, in Holland, for the French Government, has just arrived at Haiphong. The vessel has a total length of about 210 feet and a breadth of beam of 35 feet and, when loaded, steams eight knots. She has triple expansion engines of 850 I.H.P. and is fitted to work with buckets or on the suction system, to a depth of 30 feet. She is to be kept in use upon the bar of the Haiphong river. The Haiphong, for that is her name, took two months to come out from Holland to Saigon, and was seven days steaming from that port to Haiphong. \$60,000 was the price paid for this steam-dredger.

THE master of the s.s. *Kawachi Maru* appeared before Mr. Sercombe Smith this morning for failing to provide rat flanges on the mooring ropes of his boat. He explained that he did not come to Court to dispute any facts, but the wharfinger had the Chief Officer to lengthen the mooring as a typhoon was expected, and there were no flanges on the mooring this morning. He asked the wharfinger for flanges, but he had to wait until they had come. He was fined \$10. He stated that he had not received any warning to the effect that his moorings should be provided with flanges, and thought that there ought to be uniform rules in the Colony on the subject.

COLLISION IN THE HARBOUR.

A collision, resulting in serious loss, occurred in the harbour last night at about 10 o'clock.

One of the Vaumati ferry boats, the *Li-Hung*,

while traversing the harbour, collided with a cargo-boat, which was coming back from the West Point godowns with a full cargo of flour.

The shock was so great that the lighter was

immediately cut in two. The launch stopped im-

mediately after the accident, and towed the cargo-boat, which was in a sinking condition, to a place of safety where she was beached. There were

no lives lost, but the damage to the lighter and

the cargo-boat is estimated at \$2000.

THE Beer to drink in the tropics is the Beer

made in the tropics—**SAN MIGUEL**.

NOTORIOUS character, who was sentenced yesterday by Mr. Sercombe Smith, to be placed in the stocks for three hours, put in another appearance at the Magistracy this morning, being charged with stealing two logs of wood. His Worship sent the accused to gaol for fourteen days, to be exhibited in the stocks for six hours and finally to be banished.

HO SING, a coolie employed by the Eastern Extension Telegraph Company, was charged with stealing 50 cents, the property of Mr. J. J. Connell of Benison's Arcade. From evidence heard, it appears that defendant went to deliver a message to that gentleman, and, perceiving the money on his desk, thought he might take it. The thought was father to the deed and Mr. Sercombe Smith sent him to gaol for one month.

CHUNG LIN (30), a foreman coolie, was charged before Mr. Sercombe Smith at the Magistracy this morning with unlawfully stealing 285 catties of sugar, value \$25, and eleven empty sugar-bags, value \$3. His Worship imposed a fine of \$50 or two months' hard labour, and in lieu of \$5 or seven days of the above sentence to be exhibited for three hours in the stocks.

AMONG the passengers who recently landed at Hong Kong from the *Kronprinz Wilhelm* was Mrs. Skeffington Smyth, of London, who had just completed a tour round the world. Mrs. Smyth had been abroad eight months, and was accompanied by her maid. During her stay in China she visited Peking, and voyaged 1,000 miles up the Yangtze River, being the first lady traveller to accomplish the journey, which has previously been performed only by missionaries and traders.—*Ex.*

A ST. PETERSBURG correspondent says that, encouraged by the successful experiments recently made with the newly-invented sub-marine, the Russian Ministry of Marine has decided to construct a fairly large number of this new type of vessel. As a start, the Baltic Shipbuilding Yard here will begin before the end of the year the construction of six of these sub-marines, each of which will cost £27,500. The second-class cruiser *Izumrud*, now being built as a sister-ship to the fast cruiser *Shemshuk* in the Neva Yards, is to be launched in October. Next spring both cruisers will go to Cronstadt, to receive their armaments and to be fitted out for the voyage to the Far East.

If you want a first class photo of yourself you can get it at LeMunyon's.—*Advt.*

RECENTLY the s.s. *Helene Mensell*, built by the Flensburg Shipbuilding Company for the Chinesische Kustenfahrt Gesellschaft, left the yard of her builders for her official trial trip. It passed off most satisfactorily, the vessel attaining a speed of 9½ knots loaded. The engines have cylinders 15 in. x 23 in. and 43 in. in diameter by 31½ in. stroke, and the boilers, two in number, measure 11 ft. 2 in. by 9 ft. 10 in. The chief dimensions of the boat are: Length over all, 244 ft.; breadth, extreme, 35 ft. 2 in.; depth, moulded, 18 ft. 3 in.; and the carrying capacity is 2,052 tons. A further steamer of exactly similar dimensions has been launched for the same owners named the *Hedwig Mensell*.

THE contest to take place to-night at the Theatre Royal promises to be of more than usual interest and several really good bouts are expected. Sam Newman, of Manila, is to meet R. Jones of H.M.S. *Amphitrite* in a 20-round competition. Both of these men are welterweights, the Naval man having only four or five pounds the best of his opponent. The American has already been twice in the ring here, and on each occasion proved himself to be worthy of patronage. Jones has good reputation with his shipmates and is likely to be backed heavily by them. Two contests of Navy v. Army have been arranged by Manager Christie, the first being an 8-round bout between Barrett, of the Royal Engineers, and Johnson, of the *Amphitrite*, to be followed by a 15-round contest in which Emmerton, of the *Tamar*, will represent the Navy and Jewell, of the Army Ordnance corps, the younger service. The first bout will commence promptly at 9 p.m.

ELECTRIC LIGHTING

AT MACAO.

Yesterday was the last day for tenders invited by the Municipal Council, to be sent in, in connection with the public lighting of Macao by electricity. We are reliably informed that two tenders were received by the Portuguese municipal authorities. Both are from French firms, and are from the Haiphong and the other at Hanoi. The tenders are under consideration by the experts to the Council with respect to their technical bearing. No decision can be arrived at for the next few days. We understand that some modifications of the stipulations imposed by the Portuguese authorities have been made on the conditions of the offers submitted by the tenderers.

COLLISION IN THE HARBOUR.

'A collision, resulting in serious loss, occurred in the harbour last night at about 10 o'clock. One of

TELEGRAMS

"HONGKONG TELEGRAPH" SERVICE.

PORtUGUESE MINISTER TO CHINA.

DEPARTURE FROM LISBON.

(From Our Correspondent.)

MACAO, 21st October.

His Excellency the Governor of Macao—received a telegraphic despatch from Lisbon to-day to the effect that H. E. Conselheiro José d' Azevedo Castello Branco, Portuguese Minister to Peking, left the Portuguese capital to-day on his way to China to again take charge of the Portuguese legation in Peking.

(Reuters.)

The Disappearance of Miss Hickman.

LONDON, 20th October. The body of the long missing Miss Hickman has been discovered in an enclosed plantation in Richmond Park. The head was severed from the body, seemingly by rats.

The Collision of Battleships.
There were no casualties in the collision between the *Prince George* and the *Hannibal*, Admiral Lord Charles Beresford reports that the *Hannibal* rammed the *Prince George* during a turning movement.

The Balkans.

Bulgaria has agreed to disband 10,000 more Reservists and Turkey 20,000.

LATER.

Despite of the seeming truce in the Balkans it is significant that 37 battalions of Turkish recruits have been called out in the vilayets of Salonika, Monaster and Kassovo; twenty-three battalions called out in Anatolia are coming to Salonika and two battalions have arrived at Saloika from Smyrna.

The Alaska Boundary Award.

A draft of the Alaska Boundary award has been signed by three of the American Commissioners and Lord Alverstone; but both the Canadians, Sir Louis Jette and Mr. Aylesworth, refused to sign any part and walked out of the room. Their attitude has caused a painful impression.

(Japanese Exchange.)

The Struggle for Korea.

RUSSIAN VICEROY'S BELLIosity.

London, 13th October.

The *Times*, in a leading article on the situation of affairs in the Far East, attributes the belligerent attitude of Viceroy Alexieff to M. Pavoff (Russian Minister to Korea).

While deplored the rashness of the Viceroy's attitude, the *Times* nevertheless declines that circumstances are conceivable when inaction would become both imprudent and impracticable for the Allies (Great Britain and Japan).

The *Morning Post* urges Mr. Balfour, as Premier, to hasten on military preparations in view of the possibility of British intervention proving necessary.

The *Naval Review* states that Russia permits Japanese emigration to Corea under certain conditions only. The same paper asserts that Manchuria is traversed by Japanese spies.

The Archimedes *Krymsk* has declared that the Corean people heartily sympathise with Russia, and that many of the Coreans have been baptised into the Greek Church.

Japanese Securities.

FURTHER DROP OWING TO RUMOURED LAND-ING OF TROOPS IN COREA.

London, 13th October.

The new Five Per Cent. Consolidated Bonds subsequently fell three and a half points in consequence of the rumoured landing of a Japanese force at Masampho.

Four Per Cents. fell two points. They have risen again slightly to-day.

[From private sources w^t *(Aberdeen Herald)* learn here to-day that the stock has recovered two points on the bond in market.]

THE AMATEUR DRAMATIC CLUB.

The Amateur Dramatic Club will present *Lord & Lady Aly* about the middle of November next, and the piece is now in active rehearsal. The following is the complete cast:

Duke of Deneborough ... Mr. H. W. Bird.

Marquis of Q. (his elder son) ... Mr. John Hays.

Lord Algernon Chetland ... Mr. H. T. Butterworth.

Hon. Crosby Jeffreys (of the Coldstreams) ... Capt. Bushell, R.A.

Capt. Standish (of the Coldstreams) ... Mr. F. Hayley Bell.

Brabazon Turvey ... Surgeon Norris, R.N.

Richard Annesley ... Mr. A. Chapman.

Montague Denton ... Lieut. Davidson, R.A.

Mr. Jeal (a reporter) ... Lieut. Hodgson, S.F.

Kinch (a sheriff's officer) ... Mr. Hudson.

Swepson (alet to Lord) ... Mr. P. Goldring.

Algernon (Lord) ... Mr. M. J. Silas.

Algernon's jockey ... Major Baker Brown.

Wyke (Tudway's foot) ... Mrs. Grace.

Lady Pamela Madison ... Miss Hazelton.

Ollie (Madison's son) ... Mrs. Fuller.

Emily Carle ... Mrs. A. Chapman.

Mrs. Brabazon Turvey ... Mrs. P. H. Jones.

Tom Vokes (her mother) ... Mrs. Baker Brown.

CYLVON INSURANCE OFFICE LIMITED.

ANNUAL MEETING.

The twenty-second ordinary general meeting of the Canton Insurance Office, Ltd., was held at the office of the general agent, Messrs. Jardine, Matheson & Co., at noon to-day. The Hon. C. W. Dickson presided, and there were also present the Hon. T. G. Chater, C.M.G., Messrs. F. Maitland, J. H. Lewis, E. Shellin (consulting commissary), Messrs. R. C. Wilcox, H. C. Wilcox, Ho Fook, Lo Cheung Shiu, G. L. Tomlin, A. Turner, S. A. Joseph, C. Rogge, A. Brooks, Smith, K. McK. Ross, P. Tester, J. Goosmann, F. D. Goddard, A. G. Morris, J. Whittall, Chen San, Tam Hock Se, Ho U Shang, and G. T. Veitch (secretary).

The Chairman said:—With your permission we will take the report and accounts which have been in your hands since the 26th ult., as read. In presenting these for your confirmation the general agents and consulting committee trust they will meet with your approval. An increase of 2% in the dividend declared, the addition of \$50,000 to the reserve fund, the carrying forward of an amount in excess of last year and the setting aside of a substantial sum as the nucleus of a re-insurance fund, all show the satisfactory working of the office for 1902. Your committee have been induced to start this re-insurance fund in order to enable the office to carry somewhat larger losses than it would be prudent to do otherwise, and because it has been proved that over a series of years the first class risks we had to re-insure, in order to keep within the limits which prudence dictated, resulted in a very satisfactory profit. A portion of this profit we hope in future to retain for ourselves, if the same good fortune attend the business, and yet be able to fully reciprocate with those companies which place excesses with us. You will have noticed the omission from the present report of an estimate of the present year's working. It is not possible to get in from our various distant agencies such full returns as would enable us to put before you a statement, which could in any sense be called approximate, and with the possibility of unintentionally misleading you, your committee have concurred in the general agents' proposal to henceforward discontinue the practice of publishing such an estimate. I am happy, however, to be able to state that up to date the premium income of the present year is considerably in excess of last, and our known losses are approximately the same notwithstanding mishaps of perhaps an exceptional nature, amongst which I may specially instance the frequent fires on board homeward bound steamers from the East, the uncontrollable cause of which is a source of anxiety to all Marine Underwriters. I do not know of any further remarks I can usefully make, but I shall be pleased to reply to any questions that may be asked.

There being no questions, the chairman proposed, and Mr. Tomlin seconded, that the report and accounts as presented be adopted and passed.

Carried.

CONSULTING COMMITTEE.

The Chairman proposed, Mr. Turner seconded, and it was agreed that the appointment of Mr. E. Shellin to the Consulting Committee, vice Mr. D. M. Moses, resigned, be confirmed, and that the Hon. Sir Paul Chater, Messrs. D. E. Brown, F. Maitland, J. H. Lewis and E. Shellin be re-elected to that committee.

AUDITORS.

On the proposition of the Chairman, seconded by Mr. H. C. Wilcox, Messrs. W. H. Poole and R. C. Wilcox were re-elected auditors.

The Chairman said:—That concludes the business of the meeting, gentlemen. Dividend warrants will be ready to-morrow. I thank you for your attendance.

ACCIDENT TO THE FRENCH MAIL "SYDNEY."

The Hongkong agent of the Messageries Maritimes, writing under to-day's date, says: The M. s.s. *Sydney*, with Mauleons' mails of the 4th October, has unfortunately broken her screw-shaft on her way to Aden. The mails and cabin passengers have been transferred to the P. & O. S. N. Co.'s s.s. *Britannia*, which left Aden on the 10th instant. Other passengers and cargo will follow by the M. M. s.s. *Himanya*, which is expected to sail from Aden on or about October 25th.

THE CRICKET DINNER.

In responding to the toast of the evening, at the Interport cricket dinner at Shanghai last week, Mr. R. Hancock said the match was very keenly looked forward to in Hongkong, and great were the rejoicings when the taipins were finally won over and the team made up. The hospitality of Shanghai was proverbial and the team had had a most delightful time. Their expectations so far had been more than realised; from the moment of their arrival they had been received with open arms; they had been put up not for one club, but for all the clubs, and on behalf of the members of the team he wished to return their best thanks to the committees of the clubs for their courtesies. In regard to the match itself, a good deal depended on cricket on luck and a good deal on winning the toss. (Laughter and applause.) Hongkong had been fortunate enough to win the toss, and, thanks to the batting of Messrs. Lunenden and Turner, they had run up a good score. (Applause). They were very pleased to have wiped out the defeat of two years ago, but they hoped next to have the pleasure on their own ground of giving Shanghai another opportunity to recover their laurels. (Applause.) The Shanghai team had played a most sportsmanship game and could not have taken their defeat in a better spirit. Before sitting down he wished to ask the members of the Hongkong team to drink to the health of the Shanghai team.

The *N.C.D.* News says the visitors accordingly did their best to make all ringing cheers and a fine reception. If they had been a nominal

PLUCKY ACT IN HONGKONG HARBOUR.

SAILING-BOAT UPSET.

FOUR PERSONS RESCUED.

With the cross currents and variable winds which prevail in Hongkong, it is surprising that accidents to sailing craft in the harbour are not more frequent; above all at this time of the year, when, owing to the changing monsoon, frequent short periods of comparative calm are succeeded at irregular intervals by short gusts of stiff breeze. Yesterday afternoon at about 2 o'clock a very serious accident of this kind did occur, which, had it not been for the plucky conduct of Mr. Lyons, one of our Hongkong Sanitary Inspectors, would most certainly have terminated in a serious loss of life. At the hour already mentioned, Mrs. Dawson, wife of the captain of the *Taiyuan*, a steamer belonging to Messrs. Butterfield & Swire, went out for a sail in a boat, engaged at Ah King's slipway, Wan Chai, taking with her, three children—two boys aged respectively thirteen and six, and a little girl of four summers. All went well for a time and, notwithstanding that the sea was somewhat choppy, the members of the little party were enjoying the spin along the Praya front, when, as the little craft was opposite a point on shore situated between Heard Street and Observatory Place, and about 80 yards from the shore, she was struck by a sudden squall, overturned and her occupants precipitated into the water. Fortunately, Mrs. Dawson, who could swim a little, managed to keep herself afloat, the two youngest children succeeded in clinging to the sail, and the eldest boy, a fairly good swimmer, was able to look after himself, though, owing to the rough water and the fatigue which was fast overcoming them, they were all in urgent need of assistance.

Inspector Lyons, who when passing along the sea wall, and had seen the accident, threw off his helmet and jacket, sprang into the harbour and made for the sinking party. Though a powerful swimmer, he encountered great difficulty in reaching the scene of the disaster, as the tide, which was very strong, was running in an opposite direction. On reaching the overturned boat, on which the waves were breaking so heavily that, from the shore, it was difficult to perceive whether or not the victims of the accident were still afloat, Lyons seized hold of the two children, who, though still clinging to the sail, were fast losing consciousness through the buffeting of the waters, and kept them afloat. Fired by the splendid example given them, several Chinamen from a junk jumped into a couple of dingies and followed the Inspector and, on reaching the capsized craft, the two younger were lifted aboard one of them. Lyons then swam off to Mrs. Dawson, who, now completely exhausted, was being carried away by the tide. He succeeded in supporting her until a dingy reached them and she was pulled into it. Turning his attention to the eldest boy, who was some distance away by now, and, though still struggling, seemed likely to sink before assistance could reach him, Lyons swam hard to the rescue and just succeeded in grasping the lad as he was sinking for the last time. He was taken into the dingy in a semi-conscious condition. The rescued party was taken on shore and, after receiving every attention and a change of raiment at the Inspector's house, in Morrison Hill Road, they were conducted to the Hongkong Hotel, where they are residing. We learn that none of the sufferers have felt any serious injury from their submersion, and the probable gratitude of Captain Dawson, who arrived with the *Taiyuan*, from Japan, this morning, must be easier to imagine than to describe. To Inspector Lyons we tender our sincerest congratulations for the dogged pluck and unselfish devotion of which he has given such admirable proof, and it would be difficult indeed to find a more fitting instance for the donation of the Bellini Medal. Indeed, we are convinced that the authorities would render justice to the occasion by recommending the Inspector's conduct to the attention of the Royal Humane Society.

ALLEGED STABBING AT RAY.

NEAR THE COSMOPOLITAN DOCK.

At about twelve o'clock last night, a fireman from P. & S. steamer *Seven*, at present in the Cosmopolitan Dock, who was returning from visiting a friend near Yaumati, was accosted by three natives, who asked them to return the money which he had borrowed some time before. The fireman told them that they had made a mistake, and that he did not owe any money. Thereupon one of the natives seized upon the fireman and a scuffle ensued, during which his opponent took out a clasp knife, slashed him in the abdomen, inflicting a dangerous gash, and took to his heels. The injured man, pressed his hands to the wound and ran to the dock, but he fell unconscious as he was ascending the gangway to his ship. He was at once attended to by the ship's doctor and then sent on to the Civil Hospital, where he was received in a critical condition. We understand that the police are on the track of the culprit.

THE RIVER RUN.

FRENCH SILVER.

(From Our Correspondent.)

Haiphong, 18th October.

I hear on good authority that certain vessels, plying between your port and Canton, have been endowed with a subsidy from the French Government of two million francs, £80,000, for a period of ten years, and that negotiations are pending now for the transfer of the whole fleet together with the subvention of the French rights, to the Compagnie des Chargeurs Réunis. I have reason for believing that the subvention of two million francs is to be paid out of the Indo-China revenue.

LONDON SCHOOL OF TROPICAL MEDICINE.

THE STRAITS CURRENCY.

The following letter, signed "X. Y.", dealing with certain aspects of the Straits Settlements Currency Question, is published in the Standard:

When in May last the report of Sir David Barbour's Commission was published, and it became known that the Straits Government would adopt the scheme therein recommended, the Straits merchants in London held a meeting at which a recommendation was proposed and adopted that the ratio of the new Straits dollar in relation to the sovereign should be fixed at ten to one, or equivalent to 25 per cent. Silver was then at about 22d, and the demand rate in the Straits at 1s. 8d. so the ratio proposed was found reasonable enough by most people at that time; but in a few months, in consequence of an unexpected rise in silver, the demand rate has gone up in the Straits to about 2s. 0d., and may go higher still. What would now happen if the 2s. ratio had been adopted? We should see suddenly all new dollars withdrawn from circulation, to be converted into bar silver, and at the same time we might see all bankers and merchants bringing to the Government large amounts of gold, with the intention of getting, at 2s. apiece, Straits dollars of a higher intrinsic value. It is to be hoped that the Straits merchants will have recognised their error and will lose no time in sending to the Straits Government a corrected recommendation. The very best thing that could be recommended by them is, no doubt, that the Government should, even in this question of ratio (as Sir David Barbour has done in all principal points of his scheme), follow as near as possible what has been done with undoubted success in India. The ratio of the rupee having been fixed at 1s. 4d., and considering that the dollar is equal in weight to about 2 1/3 rupees, the ratio of the dollar should be naturally fixed at 3s. 1d.

DOCKING FACILITIES.

A correspondent of a Ceylon paper says:—"We understand that no first class cruisers will be sent to the East Indies Station till the new docks at Bombay and Colombo are completed. It would be the height of absurdity to send cruisers to a station where they cannot be docked yet; that is what some Indian papers are clamouring for. At the present time there is not a dock on the great Eastern route between Malta and Singapore capable of taking a big cruiser or battleship."

The *S. F. Press*—With regard to new dock accommodation at Colombo we see it stated that, subject to home and local approval, the harbour authorities hope that when the breakwater is completed they will be in a position to proceed with the construction of the inland wet dock. It is also mentioned that there is a possibility of the walls of the wet dock being shifted slightly to avoid the rocky ground, so that there would be mud excavations instead of rock. The Naval Conference at Singapore just closed, suggests the question of the long-contemplated new dock for Tanjong Pagar. This is understood to be conceived on a large enough scale to take anything now afloat in the Far East or likely to be for years to come. The true economy in the long run will lie in the providing of sufficient margin for the needs of the future. Big displacements are the order of the day in the battleship class, and the tendency is ever to increase displacement by a couple of thousand tons at a time. The idea was that there should be some sort of partnership between the Tanjong Pagar Dock Company and the Admiralty over the new dock. But it is now understood that rather than be hampered with a number of special conditions and limitations which the Admiralty lien on the dock might entail, the Company will undertake the entire cost, and, with that, exercise full control of the dock in their own interests. If this decision has been actually come to, it is, we think, a sound one, and the revenues of the Company in the long run will reap all the benefit that is going.

COMMERCIAL.

SHANGHAI SHARE REPORT.

Messrs. J. P. Bisset & Co. report under date Shanghai, 16th inst., as follows:—Notwithstanding that the business days during the week have been broken into by the Interport Cricket Match, we have a good business to report in stocks generally, but as a rule, at declining rates, especially so in Docks. At the time of closing this, the market is quiet, with, we think, a tendency towards low rates.

Indos opened on the 9th with sales for December at Tls. 61; on the 10th October S. t. shares were placed at 59; on the 12th sales for December at 61. On the 14th shares were procured from Hongkong for October S. t. at 18s. December shares at 61. On the 15th cash shares were placed at 59 and for October delivery at 59 and 60, and at 61 for December.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"OANFA"	On 31st October.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th November.
GLASGOW and LIVERPOOL	"ACHILLES"	On 14th November.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 21st November.
GLASGOW and LIVERPOOL	"PELEUS"	On 28th November.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, L'DON & A'WERP	"PAK LING"	On 27th October.
LONDON & ANTWERP	"TANTALUS"	On 10th November.
MARSEILLES & LIVERPOOL	"NINGCHOW"	On 15th November.
LONDON & ANTWERP	"ANTENOR"	On 24th November.
MARSEILLES, L'DON & A'WERP	"ULYSSES"	On 8th December.
LIVERPOOL	"ACHILLES"	On 15th December.
MARSEILLES, L'DON & A'WERP	"PROMETHEUS"	On 22nd December.
MARSEILLES, L'DON & A'WERP	"DARDANUS"	On 5th January.
S.S. "NINGCHOW"	"PELEUS"	On the 10th inst. for this port via Japan.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	On 2nd November.
YOKOHAMA	"PELEUS"	On 30th November.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th October, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,

REDUCED SALOON PAS-SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation: Unrivalled Table, Daily qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th July, 1903. [804]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer.

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS; TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD., No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [322]

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M. on Excursion Sundays, 2 P.M. and Sunday about 7.30 P.M. 2 FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$3.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lo Street.

The Steamer runs an Excursion Trip EVERY

SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO., 2nd Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903. [1073]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through

Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"KUMSANG,"

Captain Buller, will be despatched as above on TUESDAY, the 27th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 20th October, 1903. [1273]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"EMPIRE,"

Captain P. T. Helms, will be despatched for the above Ports, on WEDNESDAY, the 18th November, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of the passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 21st October, 1903. [1283]

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

TOYO KISEN KAISHA

MANILA LINE.

THE Fast Steamer

"TAI ON,"

will make a Special Excursion Trip to Macao on SUNDAY, the 25th October, leaving Hongkong at 9 A.M. from the Tung Yick Wharf (beyond the Canton Wharf) and returning from Macao at 8 P.M.

The Amateur String Band will play a few selections during the Trip.

Return Fare \$1.00.

Tickets to be had on board or at:

Messrs. RITCHIE & CO., 39, Des Vaux Road.

Hongkong, 20th October, 1903. [1277]

EXCURSION TO MACAO.

GRAND PROCESSION.

THE Fast Steamer

"TAI ON,"

will make a Special Excursion Trip to Macao on SUNDAY, the 25th October, leaving Hongkong at 9 A.M. from the Tung Yick Wharf (beyond the Canton Wharf) and returning from Macao at 8 P.M.

The Amateur String Band will play a few

selections during the Trip.

Return Fare \$1.00.

Tickets to be had on board or at:

Messrs. RITCHIE & CO., 39, Des Vaux Road.

Hongkong, 20th October, 1903. [1277]

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

About

"KURDISTAN" 29th Oct.

"RICHMOND CASTLE" 10th Nov.

"ORONO" 19th Nov.

"ORO" 1st Dec.

"LOWTHER CASTLE" 12th Dec.

"SIKH" 22nd Dec.

For Freight and further information, apply to

DODWELL & CO., LIMITED.

Agents.

Hongkong, 19th October, 1903. [1276]

CONSIGNEES.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LOWTHER CASTLE" FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves may be left either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 28th instant will be subject to rent.

All Claims must be sent in to me on or before the 1st instant or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED.

Agents.

Hongkong, 21st October, 1903. [1283]

NOTICE TO CONSIGNEES.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SEGOVIA,"

Captain Förck, having arrived from the above Ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading for

countersignature by the Undersigned and to

make immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless

notice to the contrary be given before Noon.

No Fire Insurance will be effected by us in any case whatever.

No Freight will be charged by us in any case whatever.

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Shipping

Arrivals

Vessels in Port					
Vessel	From	Agents	Date	Ships Expected	
Athenian, Br. s.s. 383, Robinson	21st Oct.				
Phranang, Ger. s.s. 1,021, Mangelsonff, 21st Oct.	Bangkok 14th Oct., Rice—M. & Co.				
Thales, Br. s.s. 810, Robson	21st Oct.				
Swatow 20th Oct., Gen.—J. L. & Co.					
Chiyou, Br. s.s. 1,211, Stewart	21st Oct.				
Swatow 20th Oct., Gen.—C. M. S. N. Co.					
Dungi Maru, Jap. s.s. 340, Govey	21st Oct.				
Tamsui via Amoy and Swatow 20th Oct., Gen.—O. S. K.					
Taiyuan, Br. s.s. 1,160, Dawson	2nd Oct.				
Japan 17th Oct., Gen.—B. & S.					
Kwangtung, Ch. s.s. 1,546, Lunt	22nd Oct.				
Canton 21st Oct., Gen.—C. M. S. N. Co.					
Bengal, Br. s.s. 2,751, Phillips	22nd Oct.				
Bombay Maru	22nd Oct.				
Mails and Gen.—P. & O. S. N. Co.					
Nanchang, Br. s.s. 1,023, Robinson	22nd Oct.				
Canton 22nd Oct., Gen.—B. & S.					
Glory, H.M.S. battleship, 1,950, Carter	22nd Oct.				
Singapore 14th Oct., and Mir Bay 2nd.					

Clearances at the Harbour Office.

Wo Kwei, for Wuchow.
Kongnam, for Canton.
Chanwei, for Wuchow.
Ellen Rickmers, for Moji.
Mathilde, for Hoilow.
Shawmut, for Manila.
Son Cheung, for Canton.
Whampoa, for Swatow.
Chiyou, for Canton.
Pak Kong, for Macao.
Derawongse, for Bangkok.
Kawachi Maru, for Kobe.
Leyemou, for Shanghai.
Nordtyn, for Manila.
Bretts Huol, for Singapore.
Wingchit, for Macao.
E. Franz Ferdinand, for Singapore.

Departures

Oct. 22.
Shawmut, for Manila.
Hailong, for Swatow.
Polyphemus, for Shanghai.
Rohilla Maru, for Manila.
Devawongse, for Bangkok.
Triglav, for Manila.
Whampoa, for Shanghai.
Leyemou, for Shanghai.
Nordtyn, for Manila.
Antenor, for Shanghai.
Mathilde, for Hoilow.
Hikosan Maru, for Kobe.
Bretts Huol, for Singapore.
E. Franz Ferdinand, for Singapore.
Chiyou, for Canton.

Passengers arrived

Per Thales, from Swatow—Mr. Shaw, Rev. J.
Espino, and 20 Chinese.
Per Tatyuan, from Japan—Mr. and Mrs. Symington, and Mr. Kostbie.
Per Athenian, from Vancouver—Mrs. Maud Jackson, Mr. W. D. Downey, and 7 Chinese.
From Yokohama—Mr. C. P. Talbot, R. N. From Kobe—Messrs. G. Thorburn, Roekeling, H. Newstadt, G. Bank, Vrs. Caddock, 2 children and nur.—Mr. Arnold Forster, and 4 Japanese. From Nagasaki—Messrs. Picknell, H. Newbold, W. R. Bowe, U.S.N. and 1 Chinese. From Shanghai—Messrs. H. Jaun, E. Kempster, C. K. S. Cooper, Kulin and Walsh.
Per Kawachi Maru, from London, &c. for Hongkong—Messrs. A. Wileman, C. H. Rew, T. H. Darton, C. A. Brown, Mrs. A. Fay, Miss. J. Clune, Capt. Redcliffe, Messrs. G. M. Ngob, Sang Choo Min San, Mrs. R. Polui, Miss. R. Belleone, Messrs. T. Kirk, A. Robertson, J. Collis, Misses S. Soul, A. Soul, and Mr. N. D. Hank. For Shanghai via Hongkong—Miss. W. Currey, and Mr. and Mrs. W. J. Garcia. For Yokohama—Messrs. K. Nakagawa, Mrs. N. F. Nonweiler and child, Messrs. D. Y. Perking and S. Okuda.
Per Bengal, for Hongkong from Singapore—Major Bryan, Messrs. F. S. Rampling, F. Tonke, P. Ross, T. M. Perpetu, and 2 Chinese assistants. From Bombay—Mr. S. Mayne From Penang—Mr. Roebelen. From London—Mr. Alderton, Naval Cadets. Lamber, P. C. Boles, Midshipman I. C. Holland, Naval Cadets. Norwood, Campbell, T. J. P. Vivian, H. C. Woolcombe, Boyce, J. F. Blackman, P. M. S. Henderson, G. St. Llewellyn, F. Ratsey, G. F. Kenyon, L. G. Gardner, L. A. Evans, L. G. N. Gilberston, Midshipmen D. H. Dibben, W. R. Ferguson, Mr. C. Cunningham, Capt. Hurst, Naval Int. Weatherhead, Mr. R. Federation, and Miss I. Edison. From Marseilles—Mr. and Mrs. Forbes, Messrs. Hans Stanb, E. J. E. Bracken and man servant. For Shanghai from London—Misses A. Preedy, C. H. Coates, P. Mann, Dr. Hewitt, Mr. Buchanan, Miss Grantham, 2 children, governess and maid. Mr. Morris, Miss Hay, Mr. Mrs. and Miss Smedley. From Marseilles—Mr. and Mrs. Stanney, Mr. and Mrs. Stell, Messrs. L. B. Edmondson, D. Currie, F. Sellick, Mansfield and A. H. F. Edwards. From London for Yokohama—Mr. W. Monox.

Hongkong & Whampoa Dock Returns.
U. S. A. T. Seward, at Kowloon Dock.
Hongkong Maru.
Talis.
Hercules.
Pembroke hire.
Lillebonne, Am. sch. 708, Finimen 6th Oct.—Manila 18th Sept., Ballast—D. & Co., Ltd.
Paul Rivers, Am. bg. 1,640, Whistler 11th Oct.—Manila 3rd Oct., Ballast—Master.
Roumire, Am. bg. 3,347, Amsbury, 11th Sept.—Shanghai 14th Sept., Gen.—A. K. & Co.
Rose, Br. dg. 193, Pav. 10th Oct.—Fremantle 20th Aug.—Sandalwood—S. & C.

Hongkong & Whampoa Dock Returns.

U. S. A. T. Seward, at Kowloon Dock.
Wright.
Hongkong Maru.
Talis.
Hercules.
Pembroke hire.
Lillebonne, Am. sch. 708, Finimen 6th Oct.—Manila 18th Sept., Ballast—D. & Co., Ltd.
Paul Rivers, Am. bg. 1,640, Whistler 11th Oct.—Manila 3rd Oct., Ballast—Master.
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Rose, Br. dg. 193, Pav. 10th Oct.—Fremantle 20th Aug.—Sandalwood—S. & C.

Abbereda.

Undine.

Vessels in Port

Vessel	From	Agents	Date	Ships Expected	
Empire	Manila	G. L. & Co.	Oct. 23		
Wuchow	Manila	B. & S.	Oct. 23		
Chingwo	Moj	C. C. Co.	Oct. 25		
Kinslu Maru	Moj	C. Y. K.	Oct. 25		
Bombay Maru	Singapore	N. Y. K.	Oct. 26		
Suevia	Singapore	H. A. L.	Oct. 26		
Cath. Apac	Singapore	S. & Co. Ltd.	Oct. 26		
China	Japan	P. M. Co.	Oct. 26		
Emp. of India	Japan	C. P. R. Co.	Oct. 26		
Roon	Japan	M. & Co.	Oct. 27		
Hamburg	Colombia	V. & Co.	Oct. 29		
Clavering	Calcutta	J. M. & Co.	Nov. 1		
Iandrapura	Portland	P. & A. Co.	Nov. 1		
Changsha	Sydney	B. & S.	Nov. 1		
Nippon Maru	San Francisco	P. M. Co.	Nov. 12		

Shipping Reports.

Str. Tatyuan from Japan.—Moderate to strong N.E. gale throughout.

Str. Thales from Swatow.—Fresh breeze (N'y), moderate sea, weather threatening.

Ships Passed The Canal.

Outward—3rd October—Hyion, 6th October—Flintshire, Formosa, Hector, Longships, Onida, Arada, Keenan, Hamburg, 10th October—Ulster, Hemmoor, Bingo Maru, 13th Oct.—Moj 8th Oct., Coal—Samuel & Co., Hans, Ger. s.s. 1,282, Weidlich, 20th Sept.—Saigon 25th Sept., Gen.—S. W. & Co., Hoian, Fr. s.s. 500, Mericles, 19th Oct.—Haiphong 16th Oct., and Hoihow 18th Gen.—A. R. M.

Hongkong, Fr. s.s. 861, Pannier, 21st Oct.—Haiphong and Hoihow 23rd Oct., Gen.—A. R. M.

Hongkong Maru, Jap. s.s. 3,447, Filmer, 20th Oct.—San Francisco 19th Sept., Honolulu 26th, Yokohama 9th Oct., Kobe 10th, Nagasaki 12th, and Manila 15th, Mails and Gen.—P. M. S. S. Co.

Hopsons, Br. s.s. 1,359, Hay, 20th Oct.—Java 12th Oct., Sugar—J. M. & Co.

Hupeh, Br. s.s. 1,206, Mathias, 17th Oct.—Manila via Cebu and Iloilo 13th Oct., Gen.—B. & S.

Indrani, Br. s.s. 3,232, Hill, 21st Oct.—Manila 8th Oct., Gen.—J. M. & Co.

Indravili, Br. s.s. 3,152, Craven, 8th Oct.—Portland, Or. 4th Sept., Gen.—P. M. S. S. Co.

Iyo Maru, Jap. s.s. 3,916, Butler, 20th Oct.—Shanghai 17th Oct., Gen.—N. Y. K.

Kawachi Maru, Jap. s.s. 3,760, Fraser, 21st Oct.—Singapore 15th Oct., Gen.—N. Y. K.

Kohisichang, Ger. s.s. 1,292, Spiers, 18th Oct.—Bangkok 11th Oct., Rice and Wood—B. & S.

Kong Deng, Ger. s.s. 862, Ziegenbein, 19th Sept.—Bangkok 10th Sept., Rice and Timber—B. & S.

Kumsang, Br. s.s. 2,078, Buller, 19th Oct.—Calcutta via Penang and Singapore 13th Oct., Gen.—J. M. & Co.

Mar. Rickmers, Ger. s.s. 1,017, Bandel, 26th Sept.—Rangoon 18th Sept., and Swatow 25th, Gen.—A. K. & Co.

Mongkul, Ger. s.s. 1,659, Gotsche, 8th Oct.—Bangkok 11th Oct., Rice and Wood—B. & S.

On the 21st at 4:35 p.m. Red Drum hoisted.

On the 22nd at 4 a.m. Two Lantems hoisted.

At 6 a.m. Black Drum hoisted.

At 11:30 a.m. The barometer has fallen in the neighbourhood of Hongkong owing to the typhoon, which appears to be situated about 250 miles to the ESE. of the colony. It seems to have moved slowly Westwards since yesterday.

Another depression lies over the West part of the Sea of Japan.

Pressure is relatively high to the E. of Japan, and over Central China.

Bad weather over the N. part of the China Sea.

Forecast.—N. winds, probably increasing to a gale; squally, rain later.

On the 21st at 4:35 p.m. Red Drum hoisted.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

EVERYTHING
UP TO DATE.
28, Queen's Road.

DRESSMAKING DEPARTMENT.

Ball Dresses, Bridal Gowns, In and Outdoor Costumes, Riding Habits, Cycling Skirts, Tea Gowns, etc.

CUT, FIT, AND STYLE GUARANTEED.

Ladies' own materials made up. This Department is under the direct supervision of a Highly Qualified English Dressmaker. Customers living at Coast Ports or inland who are unable to call for fitting should send for patterns and estimates, which will be promptly forwarded free of charge. When ordering, always send a well-fitting dress as pattern, so that we may get the exact measurements and insure perfect fit without unnecessary delay. If customer is not on our books, a deposit of at least half the amount of estimate is required on placing all making up orders; balance before delivery.

PARISIENNE MILLINERY.

A large selection of the latest French and English creations always arriving. Also a large stock of Plain and Fancy Straw Hats, Trimmed to order under European supervision.

DRESS GOODS.

Tweeds, Serges, Meltons, Creizes, Hopsacks, and full range of Fancy Dress Materials, always on hand.

GLOVES.

Black, Tan, White and Beaver Kid and Suede Gloves stocked from September to end of February. Silk and Cotton in stock throughout the year.

HOSIERY.

Ladies' and Children's Summer Cotton, Cashmere, and Lisle Thread Hose, Children's White and Colored Socks. Ladies' Openwork and Embroidered Cashmere, Spun Silk, and Cotton Hose (Tan and Black and Colors).

SILKS AND SATINS.

Undoubtedly the very best stock in the Far East, and includes English and French Silks and Satins in all makes and colors, Rich Broches, Bengalines, Peau de Soies, Glacés, Foulards, Chengs; Moirés, Satin Merveilleux, Silk Duchesse, etc., etc.

CHIFFONS AND GAUZES.

Accordion pleated Chiffons in all widths. Plain Chiffons and Gauzes, Crepe de Chine, Satin Chiffon Cloth, Bridal Net, Embroidered Dress Nets, and Gauzes in great variety.

RIBBONS.

Black, White and Colored, Plain and Fancy Ribbons, in all widths and qualities.

LACES.

Guipure, Torchon, Valenciennes, Paris-Laces and Insertions, including all the newest makes on the market. Splendid selection of new Lace Ties, Collars, and Robes, direct from the best French houses.

LADIES' UNDERCLOTHING.

Wool Combinations, Silk and Wool Vests, Cholera Belts, White Cotton Vests, Nainsook Chemises, Knickers, Night Dresses, Camisoles, Combinations, Bath and Dressing Gowns, etc.

BOOTS AND SHOES.

Stocked in English and American shapes. An entirely new stock will shortly arrive. It includes all kinds of the best makes in ladies' and children's smart Footwear.

CORSETS.

In the following makes—Madam Leider, Prima Donna, The Model straight-fronted, Y. and N. Cycling.

THE SANAKOR.

A new and thoroughly up-to-date high class corset in rich brocade.

THE RIBBON CORSET.

Ideally Cool for the East; this corset is made up of bands of thick ribbon or petersham, fitting below the bust yet affording perfect support!

October 9th.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

GENERAL DRAPERS & HIGH CLASS
DRESS-MAKERS.

UMBRELLAS AND SUNSHADES

With natural or fancy handles, silk lace and chiffon covers in the latest fashions.

HOUSEHOLD LINEN DEPARTMENT.

All kinds of Bed and Table Linen stocked; Calicoes, Long Cloth Shirtings, Prints, Oxford Shirtings, Flannels and Flannellettes in large variety.

LININGS.

We hold a full Range of Dressmakers' Linings and Sundries Sateens, Linenets, Scilecius, Black, Backs, &c.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

FAMED FOR
SHIRTS.
28, Queen's Road.

WM. POWELL, LTD.,

DRAPERS.

Arrival of our

SECOND SHIPMENT

—OF—

CHOICE GOODS.

The very latest in Winter Jackets, Opera Cloaks, Lace Berthas, Stoles, Rich Furs, Dress Nets and Chiffons.

NEW GLACE SILK

Warranted not crack or split.

BOYS' & GIRLS' BOOTS.

Lawn Mowers, Garden Syringes, Household Utensils of every description.

TRIMMINGS

Of every Description. Rich Silk Appliqués, Silk and Motifs in floral designs, Pearl, Jet, and Bead, Silk Braids, Sequins on Net, Silk on Lace. The latest Wool Trimmings and others, too numerous to mention.

JACKETS AND FURS.

Heavy winter Jackets, Stylish Golf Capes, Handsome Fur Coats, Caps and jackets for travellers, Opera Cloaks and Wraps. Light Summer Rain and Dust Cloaks.

VELVETS, VELVETEENS

Feather and Fur Boas, and Light Silk Chiffon, Lace and Net Ruffles and Facinators.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

FAMED FOR
SHIRTS.
28, Queen's Road.

BED AND BEDDINGS

Single and Double beds, Camp, Air, and Chair beds. Infants Cots, Hair, Flock, Feather, Rattan, and Spring Mattresses. Bolsters, Pillows, Cushions, etc, in stock or made to order.

CURTAINS.

Cream or White Lace in all lengths; also in Tapestry, Rep, Cotonne, and Chinelle.

TABLE COVERS

In all the newest designs and makes.

CARPETS.

Axminster, Brussels, Tapestry and Kidderminster Carpet Squares in various qualities. Prices up to \$200.

QUILT AND BLANKET DEPT.

Silk-covered Eider Down and White and Colored Quilts. White, Scarlet, and Colored Blankets and Rugs. Silk, Velvet and Tapestry Cushions.

IRONMONGERY.

Standard, Table and Hanging Lamps; Coal Scuttles and Boxes, Fenders, Fire Irons, Cooking and Heating Stoves, Ranges, Fire Guards, China and Glass, Glazed Tiles, etc., etc.

HOUSE-KEEPERS' SUNDRIES.

Brooms and Brushes, Domestic Soaps, Black Lead, Knife Powder and Boards, Butter Pats, Rolling Pins, Mouse and Rat Traps, Washing Boards, Mops, etc., etc., etc.

DOMESTIC.

Zinc Scullery Baths, Bedroom, Hip and Sponge Baths, Enamelled Kitchen Ware, Electro Plate, including a large Stock of Cruets.

GAMES:—CRICKET, TENNIS, OROQUET,
FOOTBALL, PING PONG.

A large selection of Indoor Games, Hoop La! Dominos, Chess, Draughts, Children's and Adults' Table Games stocked.

TOYS.

We keep every kind of Toy all the year round, from Tin Engines at 15 cts. to Magnificent Modelled Real Skin Horses at \$40; or a Cinematograph.

DOLLS.

Stone, Rag, Kid, Celluloid, etc. Dressed and Undressed.

FANCY LEATHER GOODS.

For Presents, Silver, Ebony and Ivory Manicure Sets.

OVERMANTELS AND MIRRORS.

Handsome Gilt, White and Gold, or Walnut Frames, etc., etc., with bevelled glass, English make.

GARDEN TOOLS.

Iron, Wire and Rubber Door Mats.

TRUNKS.

Gabin, Overland and Storage Trunks, Steel, Compressed Fibre, Millboard, Willesden Canvas, Solid, Leather, etc.

LADIES' TRAVEL BOXES.

In various makes. Hand Bags, Portmanteaus, Suit Cases, Gladstone Bags, Rug Straps, Cash and Deed Boxes.

SEWING MACHINES.

Jones' Famous Hand and Treadle Machines famous throughout the East.

CHILDREN'S OUTFITTING.

In all its Branches.

G. H. BLACKFORD,
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